Indiana State Sentinel.

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See first page Semi-Weekly.

PRESIDENTIAL ELECTORS. SENATORIAL.

ROBERT DALE OWEN, of Posey County. EBENEZER M. CHAMBERLAIN, of Elkhart county. 1. NATHANIEL ALBERTSON, of Harrison county. 2. CYRUS L. DUNHAM, of Washington county.
3. WILLIAM M. McCARTY, of Franklin county. 4. CHARLES H. TEST, of Wayne county. 5. JAMES RITCHEY, of Johnson county. 6. GEORGE W. CARR, of Lawrence county. 7. HENRY SECREST, of Putnam county. 8. DANIEL MACE, of Tippecanoe county. 9. GRAHAM N. FITCH, of Cass county. 10. ANDREW J. HARLAN, of Grant county.

Democratic State Central Committee. LIVINGSTON DUNLAP, DAVID REYNOLDS, JAMES P. DRAKE, GEO. A. CHAPMAN, E. N. SHIMER. WM. SULLIVAN, CHARLES MAYER.

Democratic County Committee. Centre-J. P. CHAPMAN, S. W. NORRIS, POWELI

HOWLAND. Decatur-D. L. McFARLAND. Franklin-JACOB SPRINGER. Lawrence-J. PERRY, SR. Perry-H. P. TODD. Pike-ADAM WRIGHT. Warren-E. N. SHIMER. Washington-ELIJAH JAMES, Wayne-JAMES JOHNSON.

The County Democratic Committee, at their meeting on Saturday last, adjourned to meet again on Saturday, the 5th day of April. It is hoped that there may be a full and punctual attendance. The hour of the meeting is 10 o'clock, A. M. 2w

ANOTHER LETTER .- Our neighbor of the Journal has, we understand, a letter from Gen. Taylor, in reply to one he wrote to him. Why has he not published it? It is cautiously worded, as we have heard. Perhaps the "signs of the times," which show so strongly in 'avor of Henry Clay, prevents our neighbor from giving this letter, as its publication would injure his "chances," should Mr. Clay be nominated. Will he give it to his readers !

HALL OF REPRESENTATIVES, March 15, 1848. GENTLEMEN: I am desired by the Commissioner of Patents to procure a list of the Agricultural Societies. Farmer's Clubs or other Industrial Associations, within my district, to the end that he may correspond with them in reference to the statistics of crops, &c.,

I avail myself of your columns, to invite every such association, within my district, to report themselves to me, together with the address of their president or secretary, at an early day-at least during the present session. Such as report themselves-though formed hereafter-will be recognized and receive annually a copy of the Patent office report, while the same may continue to be published.

I am gentlemen, very respectfully, W. W. WICK. The press of the district, please insert the above. W. W. W.

We publish to-day the Governor's veto of the bill allowing the claim of E. L. &. J. Beard of Lafayette. We think he shows conclusively that if the principle of the bill is extended to all similar cases. the cost to the tax-paying people of Indiana, would amount to some \$1,300,000-certainly one million!

finally passed, the people expected that no further claims were to be brought against them, on account of the internal improvement system. They did hope that that business was at last disposed of, and that if there remained any canal claims, the bondholders or trustees to whom the canal has been transferred. paid on that depreciation. should satisfy them. But they will find themselves mistaken; for the bill allowing the above claim-a claim seven years old-was passed over the Governor's veto-objections and all-by the Legislature. As the fence is now broken down, look out for more

As an evidence how easily the Legislature is imposed upon, we call attention to the fact that Mr. W. J. Ball authorizes an explicit denial of the statement in the preamble to the Beard Bill that he ever encouraged the Beards to go on with their contract under the expectation that the State would pay them in par funds. He also declares his disbelief that the

"What inference do you draw when you see a man who is not a candidate for office before the Legislature, treating members, and many too whom he has never seen before, to oyster suppers !"

"Why I should say he had a claim before them." "Weil you are smart; but if the claim is a fair one, surely they would vote for it without an oyster

"Oh! he knows that very well, and that is the very reason he gives the supper-it is not a fair one."

"Well, do you suppose that any member would vote for a bad or dishonest claim for the sake of an oyster supper! Do you suppose he would tax the pockets of his constituents, the very men who were his friends in time of need and honored him with an office, would he tax them with an unjust claim for the sake of an oyster supper ?"

"I don't say that; I only say that the claiman

"Then it seems you don't think a claimant compliments a member much in treating him to an ovster supper while his bill is squeezing along !"

"No sir, I do not. He evidently thinks his stomach is a stronger principle with him than his gratitude or his conscience."

We have read of a judge to whom a party in a suit before him, sent a present of some fine venison, just before the case was decided. The judge immediately returned the venison to the giver, with the declaration that he could not receive it: that if he should find the justice of the suit with him and decide in his favor, it might be attributed to the venison, and that every person in a public station, who is more or less looked to as an example, should avoid even the appearance of evil.

TERRE HAUTE AND RICHMOND RAILBOAD.-We copy from the Wabash Express, its excellent synopsis of Col. Morris's report on the surveyed route from this city to Terre Haute. It is worthy of close examination and attention.

The "Locofoco confab," as published in the last Journal is one of the flattest attempts at wit which we have ever seen. It is only a soft hotch-potch of lame whig newspaper lies, and is only worth laughing at for its stupidity.

Veto of the Bill for the relief of Jesse Beard, and Elias L. Beard.

GENTLEMEN: The bill which originated in your body, entitled "An act for the relief of Jesse Beard and Elias L. Beard," is herewith returned. My signature to it has been withheld for the following rea-

The preamble states that one Joseph Rener entered into a contract on the 7th of June, 1839, with the Board of Internal Improvement, for the construction of section five of the Wabash and Erie Canal-that Rener, with the assent of the acting commissioner of pay for the work in par funds, and that the Beards undertook it under that expectation-that under the general suspension, their work was stopped-that on the resumption of the work, they, by the advice of William J. Ball, engineer of the canal, prosecuted it under the expectation that the State would comply with the contract-and that the State having no par funds, the Beards received all their pay in canal scrip, which had become depreciated.

The bill then requires that the Governor shall appoint a commissioner to try the claim, who shall appoint a day for the commencement of the trial in Lafayette-that he shall awear witnesses, and examine them touching the matters to be investigated-that the Governor shall appoint a person to act as counsel for the State on the investigation, the amount of whose fee shall be fixed by the decision of the commissioner-that upon the commissioner awarding a sum against the State, and in favor of the claimants, he shall certify to the Auditor of State, and the Treasurer shall pay it. An appeal is allowed to the circuit court, or to the newly organized court of com-

mon pleas of Tippecanoe county.

Stripped of all irrelevant matter, the complaint in brief is, that the contractors found the State unable, in consequence of her prostrate credit, to pay them for their work in par funds, as required by their contract-that instead of abandoning it, and giving the State an opportunity of employing others, as they might have done, they went on and finished it, received the State's promissory notes for the amount, and passed them away, while the State has since either taken them up at par, or has made ample

provision for doing so. And now the question is, shall the State, besides redeeming her paper at its face, and according to its terms, be required to pay the contractors the loss they sustained by bargaining it away at less than

Is an individual debtor required by law to do so ? And if not, ought the State, struggling as she now is to pay her debts, to be held to a stricter rule!

Surely not; for the receiving the scrip under protest even if made-a protest made to a State officer, who could not change his course in consequence, but was compelled by law to pay it over, protest or no protest, cannot alter the case. Nor can the advice of Mr. Ball to the contractors, to proceed with their work-nor can his opinion given to them, that the State would pay them in par funds, (if such opinion was ever given,) make the State liable.

Since the above was written, Mr. Ball authorizes a direct denial that he ever gave such an opinion .-

Such an opinion even if given, at that dark period of the State's misfortunes, could not have been believed; and even if believed, Mr. Ball had no authority thus to bind the State.

But decisive as I regard the above objection to be, the precedent to be established by the passage of this bill, makes a far greater one. The same reason would require the State to make up the difference to every other contractor who has received scrip for his

Efforts have been made to convince me that there is a distinction between the present claim, and others where a depreciated scrip has been received, but without effect. I can see no difference in principle; and the slight difference in form, would be overcome with a far less stride hereafter, than that taken to pass the present bill. But if the amount of this depreciation is made up in the case of all the other contractors, what will be the result ? To answer this question, it is necessary to see the amount of scrip issued.

The amount of \$5 and \$50 scrip paid to contractors on our public works, when the system was broken down and the credit of the State gone, was \$1,500,-000. The scrip issued on the canal east of Lafavette, amounts to \$421,761 28, and that issued on it west of that place, to \$819,980-making in all \$2,-741,741 28. I am informed from a reliable source, that the first description of scrip was depreciated soon after its issue, to from 53 to 65 cents on the dollar, and the second and third description to about 40 cents on the dollar. This makes a total of depreciation, of about thirteen hundred thousand dollars, which the We think also, that when the "Butler Bill" was State, (besides meeting the scrip at par,) would, by carrying out the principles of the present bill, be obliged hereafter to pay out of her exhausted trea-

> But even this is not all. By the same principle, or an easy consequence from it, a heavy and still increasing amount of interest, would also have to be

> The principle of the bill does not relieve the laborers on the public works, the farmers, and others who received this scrip from the contractors; it only relieves those who received it from the State-the contractors themselves.

The only way in which the laborer, and the rest of the community will be affected by it, (after having suffered their own share of the depreciation,) will be to be taxed to make up the loss sustained by the wealthier contractors-and that, too, when it is believed that in nearly all cases, the contractors paid off this very scrip to the real sufferers at par, and consequently suffered no loss whatever. Those who really suffered, (or at least who suffered the most,) will be injured, not benefitted, by the principles anctioned by this bill, while the others who paid off their debts Beards received the scrip under protest as stated in with the scrip, and at par, will reap all the advantage. Is this justice?

> But why is an investigation necessary? Not to settle the facts. The nature of the contract, the amount of scrip paid to these claimants, the extent of its depreciation, &c., are well known. The important facts, whatever they are, are susceptible of office or record proof. Nothing remains to be decided, but the principle referred to, viz: shall an allowance be made by the State to contractors for depreciated scrip? On this question, I have frankly expressed my opinion; and if the Legislature should dissent from it, it is far better, in my judgment, that they calculate the difference, and to make the allowat once from the Treasury, than to incur the heavy expense of a protracted investigation, the costs of a long trial, for the purpose of ascertaining facts al-

ready well known. Another objection to this bill, I have already remarked upon in another communication. So many bills have already passed, or are yet before the Legislature, contemplating a heavy disbursement from the Treasury for individual claimants, that there is great danger of its disabling the authorities of State, from ner morspensaore engagements, and es cially from paying the interest on the State debt. Before these bills should be suffered to pass, or before an expense of any kind of the same amount should be authorized, the taxes should be correspondingly increased. They must be increased hereafter, if these expenses are incurred, and better now if ever. This policy would answer the double purpose of preventing prodigality, and of preserving our public faith

But I am not advised that any such increase is contemplated, nor, indeed, that the State officers are to be authorized to borrow any funds to supply such probable deficiency.

In conclusion, I am clearly of the opinion, independently of all that has been said, that (at least in relation to claims like the present) the State should never permit a suit to be brought against herself :for such the procedure authorized by the present bill virtually is. Such a permission, if not unworthy of a soverign State, is almost certain to result in a loss to the public. In such controversies, individual vigilance, and individual knowledge of men, stimulated by one of the strongest passions of the human heart, the love of gain, is almost sure to triumph over jus-

The State becomes the party assailed, -but whether the assailed or the assailant, she is ever the weaker party. I will merely add that private claims and private interests are represented here at every session of the Legislature, ably, keenly, and untiringly. The people of the State-that is, the great mass of the unsuspecting and confiding people at a distance— have none to protect their rights but those who have been entrusted with the necessary power for that pur-

every measure that is so fatally calculated to increase mile; making the track, per mile \$9,557 00. our already heavy taxes. JAMES WHITCOMB.

February 10th, 1848. The bill was passed by the Senate notwithstanding the above objections.

Terre Haute and Richmond Rail Road. T. A. Morris, Esq., has just completed his report of the survey of this road between this place and Indianapolis. Two routes were surveyed to Greencasle-one via Danville the other direct, and thence to this place. We condense the following from said

SOUTHERN ROUTE. Cost of grading, grubbing and bridging 1st Division, in Marion county. Total length of this division, 10,62 miles. - \$37,998 00 Total cost, - -Average cost per mile, -Length of curved line, 2000 feet. Radius of curve, 5000 feet. Cost of grading, grubbing and bridging 2d Division, in Hendricks county. 18 miles. If to the total cost, as above, be added for contingencies \$114,306 00 and superintendence, 5 per cent, on the cost of grading Total length of this division, -Total cost, - -Average cost per mile, -

Length of curved line, 1 mile, 2,020 feet. Radii of curve varying from 11,460 feet to 5,730 feet. Cost of grading, grubbing and bridging, 3d Division in Putnam county. Total length of this division 19,56 miles. Total cost, - -Average cost per mile, Let gth of curved line, 6 miles 2,920 feet. Radii varying from 11,400 to 1,700 feet. Cost of grading, grubbing and bridging, 4th Division in Parke county.

Length of this division, 12,55 miles. Total cost, Average cost per mile, Length of curved line, 3 miles 360 feet. Radii of curves varying from 4,800 to 6,300 feet. Cost of grading, grubbing and bridging 5th Division in Vigo county. Length of this division,

Total cost, -Average cost per mile, -Length of curved line, 2400 feet. Radius of curved 57 30 feet. RECAPITULAITON.

Total length of southern route, 73,63 miles. Total cost of grubbing, grading and bridg-Average cost per mile, Total length of curved line, 11,83 miles. Radii varying from 1,700 to 11,462 feet. Inclination of grade line as follows: Level, - - - - Inclination from 0 to 5 feet per

Inclination from 5 to 10 feet per Inclination from 10 to 15 feet per Inclination from 15 to 20 feet per Inclination from 20 to 25 feet per Inclination from 25 to 30 feet per Inclination from 30 to 35 feet per Inclination from 35 to 40 feet per

NORTHERN LINE. Cost of construction, \$53,116 00.

on the middle line is 12.72. Cost of construction, \$46,950 00.

northern line, and from thence to the junction of the \$80,000 from \$200,000, there is left \$120,000 as the Danville line with the southern line, the length of net receipts for one year. This will give a dividend the line from Indianapolis via Danville to the intersec- of over ten per cent. on the capital necessary to put tion with the southern line is 33,17 miles, and the your road in operation. Taking into consideration cost of construction \$230,034 00-average cost per the great superiority of the region upon which this

Cost of construction, \$163,640 00. Average cost per mile, \$5,089 89.

Haute, will be one mile longer and cost \$66,394 00 ly sectional work, and as such only, it has merits more than the line from Indianapolis via Greencastle which must insure its early construction. When

ed by its inclination; yet between the expenditure for per centum they pay on the cost of their construction, that purpose in grading the road and the additional and the benefits they confer on the country through the inclination, there exists a relation which true Not only is it fair to suppose that this road will do

economy should not disregard. line would cost an amount, the interest of which of things enhance the business of both very greatly. would more than maintain the additional power to Being on the most central and direct route from St. overcome this grade, with a maximum amount of Louis to Pittsburgh and the north, not only will

grade on the Madison and Indianapolis road, and is greatly exceed the average travel upon roads of its of frequent occurrence on the best roads in our length: The Wabash river, and the Wabash and

always be in a deranged and badly adjusted condition, through the eastern edge of the great Illinois coal from the effects of frost. To effect this as far as overthis road to the centre, as it shall be required for possible, the estimates for the track provide for cov- fuel or for manufacturing purposes. ering the graded rurface of the road, under the track, However great the intrinsic merits of this road with gravel or broken stone one foot in depth, after- may be viewed as an isolated road from Terre Haute wards filled to the top of the cross-ties with the same to Indianapolis, yet when we consider it as a link in a

streams on the east and west ends of the road, and on the greatest importance. Such a line, when complethe middle portion, stone can be had at an expense ted, as it must be in a few years, will be the most which will justify the expenditure.

Longitudinal mud-sills, 3 by 10 inches, are placed apon the compacted gravel sur ace, 3 feet from centre tween the ties, two blocks are placed so as to decrease pieces 6 by 6 inches square, secured in their places by wooden wedges. Upon the strings the iron rails are secured, leaving a width of track of 4 feet 84 always gif he can make it appear that he is bethrothit inches clear. The timber all to be sound white or burr oak. The amount estimated for a track as above described, is \$2,250 per mile.

Among the diversity of opinions that exist as the best form for a rail, I believe it generally conceedthe timber in the situation of string pieces, where its to shield him from punishment duration will not extend beyond five or six years, is

ter road, whatever may be the form of the rail. ton more to transport it to this place. The estimate for 1 mile of iron would be: 94.3 tons, at \$66 per ton, Add, for chairs and spikes, per mile,

Superstructure, per mile,

their burdens. And it behooves us all to scrutinize would be a deduction for that item of \$316,80 per

RIGHT OF WAY. From the anxiety manifested by the inhabitants throughout the entire line, for the construction of the road, but very little expense will be required to proof way have already been given to the company very generally, both on the line by way of Danville and on the south line, except in the immediate vicinity of Indianapolis and Terre Haute. From the small number, however, who will obtain damages on this account, I have thought it unnecessary to estimate anything for this object.

TOTAL COST OF ROAD. The total cost of the road, completed for locomotive power from Indianapolis to Terre Haute, will be as follows : Cost of grubbing, grading and bridging, (Southern

73,63 miles track complete, \$8,873 80 per 653,377 89 - \$1,018,933 89 Average cost per mile, \$13, 838 56.

6,350 33 and superstruceure, - 26,558 00 And a probable sum for engines, cars, warehouses, shops, turnouts, &c., of \$140,000 00 The total cost of road and equipments, ready for transportation, will become, - \$1,185,491 89 The average per mile, will then be \$16,100 00 nearly.

BUSINESS ON THE ROAD.

If an estimate were made of the surplus products of the district of country which will contribute to the transportation of this road, which would at this time be conveyed upon it were it in operation, there is no doubt but sufficient business could be shown to make \$45,727 00 an investment in the stock of the road a profitable

3,643 50 one. There cannot be found, at this time, a route for a rail road within our State, where the contigious country is better able to sustain it than the route here contemplated. When we consider the fact universally attested of

the power inherent in railroads to create their own \$16,703 00 business, any calculation of probable business from 1,294 80 data now to be obtained, must be very far below the reality, when a road has a country to suport it of such unusual productiveness as the one through which this road passes. A more satisfactory mode or arriving at the transportation on this road would be to compare it \$365,556 00 with some other road similarly situated. The Mad-4,964 77 ison and Indianapolis road will perhaps afford the most appropriate comparison. The length of this road is eighty-six miles. The road however has only been in operation as far north as Indianapolis, since 4,09 miles. the first of October last-for the remainder of the year from Edinburgh, thirty miles South of Indianapolis. The gross receipts for four months, beginning with Ootober, on this road, are \$81,688. It is true that this comprehends the most active part of the year on 8.80 miles. this road, and were the receipts for the whole year assumed in direct proportion to this amount, it would make the business of the road greater than experience

Looking at the business that has been done during the balance of the year between Edinburgh and Madison, I think it safe to assume \$200,000 as the gross receipts for one year on the whole road. Taking this sum then, and deducting from it the costs of working and maintaining the road for one year, and we shall have a sum for the net receipts, which I have no The distance from Indianapolis on the northern doubt will be less than will be realized. I have no line, to the junction of the middle line is 12.78 miles. means of ascertaining the amount actually expended for maintenance and working expenses on the Madi-The distance from Indianapolis to the same point son road, for the four months above named. But taking the usual expense for these items on most of the roads in the country, constructed in as permanent Making the middle line or lower crossing of White a manner as our estimates contemplate. I believe river on the line via Danville, \$6,157 00 cheaper than that an allowance of forty per cent, of the gross receipts; for these expenses, will be entirely sufficient Taking the middle line to its junction with the to cover them. Deducting then 40 per cent. or road will depend for business, both as it regards its The length of the southern line from Indianapolis present state of cultivation, and its ultimate agriculto its intersection with the Danville line is 32,15 tural productiveness, over the country contiguous with the Madison road, there can be no doubt that this estimate for the business of the road is far below

that which would be realized. From the above it will be seen that the line from To this estimate of the probable profitableness of Indianapolis via Danville and Greencastle to Terre this road, it has been viewed as an isolated and merecompleted it will form an important part of one hun-The maximum grade established in the foregoing dred and sixty miles of continuous railway, running estimates is forty feet per mile; and from the frequen- from the centre of the Wabash valley to the centre of cy of its occurrence, it must be obvious that any ma- our State, and thence to the Ohio river, touching the terial diminution of the inclination would increase rich valley of the Wabash at the junction of the Wathe estimates for grading very considerably. There bash and Erie and cross-cut canals at Terre Haute on are several points in the line, which a less grade the river, and passing through five of the most fertile could be used by a corresponding increase in the and productive counties of the State, on a central length of the line without affecting the cost much; line, remote from the Ohio river and the lakes, where but when it is considered that the greater proportion of necessity some artificial channel of trade and of the forty feet grade occurs where no such change in travel must sooner or later be made. Indeed a work the line can be made, and that engines cannot be of this kind is indispensable to the agricultural and loaded beyond their power at these points, an addi- commercial wants of this section of the State, and is tional reason exists for retaining the line where it is the only means by which it can accomplish an exchange of commercial equivalents. That a railway Although it is desirable that the grade line should is the best that can be made, is too evident to require approach as near to a level as possible, as the capaci- demonstration. Their superiority over all other artity of the road and the cost of transportation are affect- ficial modes of communication, in regard to the very

cost of maintaining the necessary power to overcome which they pass, is at this day universally conceded. so much business as the Madison road, but viewed as To materially reduce the maximum grade on this an extension of that road, it must, in the very nature the great mail from the east be transported on it, but The grade of forty feet per mile, is the maximum the number of passengers it will transport must Erie Canal, which will be finished to Terre Haute during the present year, will aid in swelling the bus-Whatever may be the plan, and however perfect iness of the road; and it is not unworthy of considemay be the construction of the track of a road, it will ration, that this road passes from Terre Haute unless the road be thoroughly drained and secured basin. In time the coal from this field will be sent

great chain of railway reaching from the Atlantic Gravel can generally be got in the vicinity of the ocean to the Mississippi, it assumes a character of important on this continent, and perhaps in the world, The plan for the superstructure estimated, is as blending as it will the commercial and social interests of half the Union.

A PROMOTER OF MARRIAGE .- By an ancient act of to centre; upon these cross-ties are placed, 6 by 6 inches square, 74 feet long, and 5 feet apart. In the space beye reign of her maist blessit Majestie, ilka maiden ladee of baith high and low estait, shall hae liberty the space between the bearing points of the strong pieces. The cross-ties are notched to receive string to speak ye man she likes; gif he refuses to take her to be his wift he shall be mulct in the sum of an hundrity poundis or less, as his estail may be, except and to anither woman, then he shall be free."

Woman's Fidelity .- A Scotch judge, at a recent trial at the Ayr Assizes, of a brutal husband for abuse of his wife, remarked, on passing sentence of transportation for seven years, that during his long service ed that the fi, or bridge rail, and the L rail are pre- on the bench he had never known a case, where a ferable. The first requires a continuous bearing sur- wife who had thus been maltreated, though almost to face under the sail; the latter is usually said on de death, did not, when placed in the witness box, testify tached bearings. In this country the rapid decay of as much as possible in favor of the husband, in order

certainly a strong argument against its use for that purpose. I have however provided for it in the estimate, as I believe a continuous bearing makes a bet- study the language of flowers! Motto for the Lilac in April-Give me leave. Ditto for the Rose in June I would recommend to your Board to procure a rail -Well! I'm blowed. Ditto for the Asparagus in of not less than 60 lbs. to the yard. From contracts July-Cut and come again. Ditto for the Marrowfat recently made by the Madison and Indianapolis Rail in August-Shell out. Ditto for the Apple tree in Road company. I understand that the I bar, of 60 September-Go it, my pippins. Ditto for the Cabpounds to the yard, is delivered at Madison at \$63 bage in December-My heart's my own. Ditto for per ton of 2240 lbs. It would require about \$3 per the Aloe at any time-Well, I never! Did you ever!

TAKE MY HAT .- One would have supposed if there was anything new under the sun, that this was - 400 00 an original phrase and born in the West. But it is 2,250 00 obviously taken from Shakspeare, and may be found in Coriolanus, act II., scene I., where Meninius, on

From the Cincinnati Enquirer.

From Mexico. The Picayune, of the 8th, has intelligence from

which sailed from Vera Cruz on the 2nd instant. In the conflict between Lieut. Col. Biscoe and the water course, who desires to use and employ the water of guerillas, on the Orizaba road, of which we had pre- such water course from such dam in propelling a grist, saw, vious accounts, Lieut. Henderson and 12 men were killed. The Mexican loss supposed to be about the dam, such person or persons may make a race, excavation or same. The guerrillas were dispersed. A stampede embankments through the intermediate lands of any other peroccurred among the teams, and Col. B. was compelled son or persons for the purpose aforesaid, such person or perto leave his killed and wounded behind, and make the best of his way to Cordova. The greater part of his wagons were burned, or taken by the guerrillas. He reached Orizaba on the 22d ultimo. He had with him detachments of the Louisiana and Georgia dra- such race, excavation or embankment may occasion to the goons. The Mexicans numbered from four to five lands and premises of such intermediate owner or owners;

Vera Cruz on the 29th ultimo. A Mexican who ar- may desire to propel his mills or machinery, belonging to any rived with it reports that Gen. Santa Anna, with other person, so that the proposed race would conduct the 2000 men, had an engagement on the 23d ult, with low the same, leave shall not be given to make such race, about 400 Americans, at Tehuacan, in which eight excavation or embankment. telligence by this arrival, we doubt the truth of this excavation or embankment, shall apply to the circuit court

Coi. BANKHEAD is Governor of Orizaba, and has a Coi. Bankhead is Governor of Orizaba, and has a cribed the location of the dam, the lands on which the appli-force of 1200 men. Col. Stockton, of the Michigan cant desires to have his mills or other machinery propelled forms the garrison at that point. Another garrison is to be stationed at Paso del Mancho, under the combe made, and the respective owners thereof, which write shall be issued, executed and returned, and the proceedings mand of Major Julie, of the Michigan regiment, who will have two companies of the same, and such other force as may be found necessary.

A company of Louisiana volunteers who considered themselves enlisted as cavalry, refused to do duty as infantry, and were sent to the castle at Vera Cruz. It was supposed the leaders of the revolt would be aforesaid, the lands through which the proposed race, exca-

severely punished. Dates from the capital are to the 26th ultimo. It mark by metes and bounds the place where such race, exca-

signed by Gen. BUTLER on the 27th. his escape from Gen. LANE, at Tehuacan, and a note ble amount for the damages which the parties affected by requesting of the government a passport to leave the such sace, excavations or embankments may [have] sustained country. Of the former the correspondent of the Pica- by the making and continuing of such race, excavations or

une says:

His charge upon Gen. Lane's command, of having diate lands through which the proposed race, excavations or taken his plate, is false, and his insinuation as to the embankments shall be made, or the offices, curtilages or garconduct of the General while in Tehuacan, needs no dens thereunto immediately belonging, will be overflowed or refutation in the U. States. The spleen he vents is injured, and whether, in their opinion, the health of the in some measure excusable, since he was driven out of Tehuacan by our troops without time being given him to put on his "new uniform," and since he was making and continuance of such race, excavations or emdriven out of Oajaca with as little ceremony by his bankments for the purpose aforesaid, will conduce to public own countrymen. A man thus made a shuttle-cock utility. of may be allowed some display of temper, which SEC. 4. Upon return made of the inquest of the jury, any though directed by his characteristic disregard of truth, will harm no one.

General Cushing left the capital on the 15th for of such writ; and issues of law and of fact may be made Puebla, to assist in organizing the court of inquiry. up and tried, and the court may adjudge costs therein as in A Texan Ranger was attacked and killed by a actions at common law, and the court may permit amend-

-13th. A number of his comrades repaired to the payment of all costs by the applicant, or may dismiss the quarter on the ensuing evening, and took fearful ven- proceedings, or the court may ratify and confirm such ingeance upon a party whom they found armed with quest, and shall in all respects be governed herein as preknives and pistols. Seventeen Mexicans were reported as killed, and forty wounded.

six days from Vera Cruz. He took the order for the diate lands aforesaid, he shall upon paying re Court of Inquiry, and transferring the command to the several persons entitled, the assessed value as aforesaid Gen. BUTLER. Gen. Scott took leave of the army in race, excavations or embankments, and the damages which a brief, pointed and feeling address. The forces the jurors may assess on the inquest aforesaid, become seized manifested much regret at parting with him.

ba, left the capital, on the 18th ultimo, and took the if he shall not, within one year after the decision of the Guadaloupe road. The expedition was a secret one, but it was supposed he was after Jarauta or Rea.

Court, begin to make such race, excavations or embankments, and finish the same with [in] three years, and afterwards continue it in good repair for the purposes aforesaid, or in Several new deputies have arrived, but the meeting destroyed, if he shall not begin to rebuild the same within

of Congress was going on very slowly, and some one year after such destruction, and finish the erection therewere beginning to lose all patience. The Minister of of within three years thereafter, the lands so set apart and Foreign Relations was using every means in his power to procure the attendance of a quorum. It is said the time of such destruction the owner of such dam, buildthat a sufficient number are pledged to attend when- ings and machinery be a feme covert, or infant, imprisoned, ever they are assured that the question of peace will or of unsound mind, in which case the length of time above come fairly before them, -and at all events within specified shall be allowed after such disability shall be reten days after being advised of the action of our gov- SEC. 6. Any assessment of the value of lands so set apart ernment upon the treaty. We find no speculations as and appropriated as aforesaid, and the damages, in pursuto the probable fate of that document in the Mexican ance hereof, when the same shall be fully paid and satisfied Congress. The masses of the people are said to be after confirmation of such inquest as aforesaid by the court, greatly in favor of peace, and satisfied with the pro- shall bar a recovery for any damages or injury sustained subvisions of the treaty, including its cession of territory. The state of Zacetacas has recognized the ex- tion in the Indiana Journal and State Sentinel. isting government, and favors peace.

The Arco Iris of the 1st inst. has rumors that SANTA ANNA has abandoned his idea of leaving the country, and is about to try his fortunes again amidst the internal convulsions which threaten to distract the nation. His design is said to be to unite with the Vice Governor of San Louis, and Gen. ALVAREZ, and then march upon Queretaro, overthrow the government of PENA Y PENA, and establish a dictatorship. The Arco Iris is not celebrated for the correctness of its reports, and this scheme is not feasible, at least at ism, says the Ohio Statesman, is one of the most bril-

The city of Queretaro was filled with ladrones. thorities making no efforts to check them. The report that the house of DRUSINA & MACKIN- never was Canales or Urrea more certain of a victory

made was too exorbitant to be accepted.

Lower California .- Advices from Mazaltan have beaten on this side of the Rio Grande as their friends been received to the 30th January. The guerillas, were on the other. under Mijares, made an attack upon the Cape (Lower California) and were completely routed-Mijares and many other Mexicans being killed. La Paz, further cracy have 105 members of the Lower House, and the north in the Peninsula, was also the scene of a san- Mexican allies 67. In the Council, there is but one guinary conflict between the guerrillas, under Capt. federal member, and in the Senate, in all probability, Pineda, and the Americans. The place was reduced to ashes by the fire that took place between the combatants. The Mexicans were finally compelled to retire. There are rumors of other engagements, but glorious result.

nothing to be relied on. have been suspended from office, in order to undergo GREASERS of New Hampshire-more infamous in a trial according to the constitution. Sr Reves has character and more despicable in conduct than those been appoited provisional Governor.

Late from Mexico.

IN YUCATAN. Louisville, March 23, 1848.

authority that Padre Jarauta was surprised and taken the factions whom we have so effectually overthrown. prisoner at Zacualtapan, with his forces, by a party of They can never again rise to a position to merit the American troops. During the skirmish several Mexi- serious consideration of honorable men.

duced the town to ashes.

From Yucatan.

atrocities of the Indians. principally women and children. Their bodies were chicken, and allowed him to exult over the prostrate dreadfully mangled and afterwards consumed by fire. cowardly game cock of Santa Anna-the Foggs, The Indians in the vicinity of Valladolid sued for McFarlands, Fowlers, "Old Kitts," et id omne genus. peace. The savages were preparing to attack the city The whole story may be summed up in a few

The town of Chansenote was taken by the Indians perfect impunity and great boldness." and reduced to ashes. In a skirmish near Texmenae the Yucatecos con-

again triumphed, crying for the extermination of their by Rev. Mr. Patten, a Presbyterian clergyman of In a skirmish at Kamecabehea twenty whites were

A letter from Toluca of the 18th of February, re-

ceived by way of Tampico, states that Gen. Alvarez had arrived in the neighborhood of that place, and ments levied on the people for four days, at the re-

Murder at Philadelphia. PHILADELPHIA, 23, P. M.

A horrid murder was committed last night on Fourth street above Arch, which has caused considerable excitement. Mr. Radamacher, a German Bookseller, and his wife, were found in their bed-room, horribly cut and mutilated, the latter dead, and the former nearly so, being speechless and entirely uncon-

LAW OF INDIANA.

AN ACT amendatory to the laws in regard to writs of ad quad-Section 1. Be it enacted by the General Assembly of the Mexico by the arrival of the steamer New Orleans, State of Indiana, That any person or persons being the owner if, however, there be a grist, saw, carding or fulling mill, or A train, consisting of 160 wagons, escorted by a portion of Lieut. Col. Biscor's command, arrived at said dam, but above the place where the owner of the dam

Americans were killed. From other items of the in- SEC. 2. Such person or persons before making such race, of the county where such dam and land are situate, for a writ of ad quod damnum, in which application shall be desvolunteers is Governor of Cordova, and his regiment by the water from such dam, the intermediate lands through in other respects be governed by the laws now in force in relation to writs of ad quod damnum, so far as applicable, and not inconsistent with this act.

SEC. 3. It shall be the duty of the jury, one of whom shall be a practical engineer, after being duly sworn for that purpose, to view the dams, the lands and premises where the owner or owners desire to propel the mills or machinery vations or embankments are to be made, and to locate and was said that an armistice for two months would be vatious or embankments shall be made, having due regard to the interests of both parties; they shall also assess the fair and equitable value of the land so set apart and appropriated SANTA Anna has published a letter in relation to to such race, excavations or embankments, and such equitaembankments on his or their lands; they shall also ascertain

persons interested or affected by the same, may appear in the circuit court to which it is returnable, and plead any valid matter in lieu of the right of the applicant to have the benefit A Texan Ranger was attacked and killed by a ments of the proceedings, and may set aside, for sufficient number of Mexicans in the suburbs of the city, on the cause, any such inquest, and award another writ upon the

SEC. 5. If the party applying shall obtain leave to make Col. Jackson, bearer of despatches, arrived up in such race, excavations or embankments through the intermein fee simple of the land so set apart and appropriated for Gen. Lane, with the same force he took to Oriza- such race, excavations or embankments by said jurors; but Advices from Queretaro are to the 17th ultimo. case the dam, buildings and machinery, or either of them, be

WILLIAM A. PORTER, Speaker of the House of Representatives. PARIS C. DUNNING, President of the Senate.

Approved February 16, 1848.

The New Hampshire Election,--- The Issues and Results.

The election in New Hampshire, resulting as it did in the complete overthrow and prostration of federalliant victories on record. All the efforts of federalwho were robbing the people with impunity, the au- ism was directed to New Hampshire-all the factions of the country were marshalled for the fight, and Tosh had furnished the government with funds, is in Mexico, than was their allies certain of a Mexican contradicted. The Monitor says that the proposition victory in New Hampshire. The war was made the The following is from the American Star of the broad issue, and on that issue, the battle was fought and won; and the allies of Mexico are as badly

In the Legislature, so far as heard from, the demothere will be none.

The New Hampshire Patriot thus announces the

"THE ELECTION .- The battle has been fought; the The Governor and Vice Governor of San Louis victory is won. The guerillas, the LEPEROS, the classes in Mexico-have been most indignantly spurn-Gen. HERRERA is again dangerously ill at Quere- ed and repudiated by the people whom they have so grossly insulted and deceived. We have now no time to enlarge upon this matter, and will content ourselves here with congratulating the honest and patri-JARAUTA TAKEN PRISONER: DISTURBANCES of otic people of this State upon the most glorious result of yesterday's work. A more signal victory was never gained in any political contest, considering the The steamer Alexander Scott has arrived from New circumstances with which we were surrounded; and Orleans, bringing papers to the evening of the 16th a set of more reckless, abandoned, infamous and rascally demagogues and knaves never met the wither-The Tampico papers of the 4th learn from good ing condemnation of an honest people, than those of

cans were killed, and the Americans afterwards re- The vote is very large-the largest ever cast in this State. It will be not far from 62,000; and the The papers contain no news from Vera Cruz or the democratic vote will probably be 33,000, which is a larger number than we ever before gave. The net gain for Williams thus far, over the vote of last year. Advices have been received from Yucatan to the is about 1,250; and his majority will not be far from 18th of February. The Patria gives details of the 3,000. We have made a net gain thus far of 24 representatives! This, we think, is a victory worth At Sacsuquil the savages murdered 31 persons, crowing over; and therefore have brought out our old words: The democracy have swept the State with

ATA correspondent of the Boston Investigator quered the savages, but at Chausaxsucet the latter quotes the following passage from a sermon preached

New York: The present crisis is one of great interest to the true follower of Christ. A new race of Infidels has arisen-not profane, unchaste, immoral, as were their predecessors, but EVINCING A REGARD FOR GOD, FOR that Gen. Butler had consented to suspend the assess- TRUTH, FOR HUMANITY, FOR MORALS, and whose complaint is, that the churches are arrayed against quest of the commissioners negotiating an armistice. God, against Truth, against Humanity, against sound Morals. It is an evil hour when INFIDELITY can marshal its forces, with Humanity for its watchword, with the conscience of the world on its side, while CARISTIANITY, in the hands of those who betray it, leads its host to battle for oppression. In such a con-

> INDIANAPOLIS FREE PRESS .- M. R. WICKERSRAM, who last endeavored to sustain the sickly existence of this abolition sheet, has found it necessary to sell the same to Mr. SPERRY, of the Cincinnati Herald